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CAIROLI AND HERLINGS WORLD CHAMPS!

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Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts. As team boss, Stefan also got to witness Jeffrey Herlings, with 14 GP wins in succession on the KTM 250 SX-F, pulverise another record of his. Just 18 years old, Jeffrey was simply untouchable in winning his second MX championship title.

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2013

FIM MX2 WORLD CHAMPION

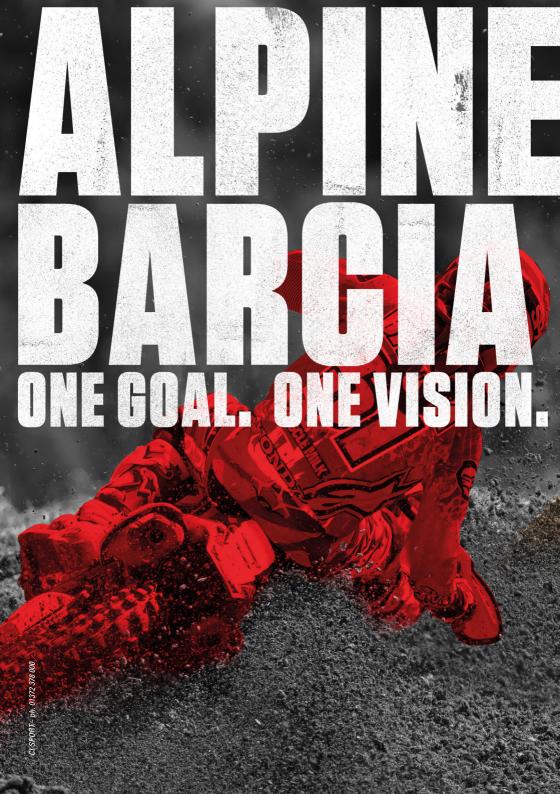
Jeffrey Herlings





FIM MX1 WORLD CHAMPION

Antonio Cairoli





MOTOCROSS ILLUSTRATED AWARDS 2013 CAIROLL RULES THE ROOST

Story Meyer images Archer and Cudby

AS WE DO AT THE END OF EVERY SEASON ITS TIME FOR THE MX IL-LUSTRATED AWARDS. ITS BEEN A GREAT SEASON IN BOTH EUROPE AND AMERICA, WITH CHAMPIONS. BOTH THE LUCAS OILS AMA NATIONALS AND THE FIM WORLD MOTOCROSS CHAMPIONSHIPS HAVE SEEN SOME REALLY GOOD RACING, AT AMAZING FACILITIES AND BIG CROWDS. THE SPORT IS VERY HEALTHY RIGHT AROUND THE WORLD. SO HERE GOES, OUR MOTOCROSS ILLUSTRATED AWARDS FOR 2013.





Rider of the Year: This was pretty easy in many ways. Antonio Cairoli picked up his seventh FIM World Motocross Championship in a fashion that proves there is nobody in Europe and maybe also in America close to his class in the MX1 class. His domination of the opposition at the Monster Energy Motocross of Nations and the AMA riders confirmed his place at the top of the World of Motocross. His attitude to the fans, media, fellow riders and just about everyone else is impressive to say the least. While his charge to Stefan Everts 10 World Motocross Championship seems somewhat less important to him, we all watch in amazement as this guy from Sicily continues to improve and move up the all time winners list.

AMA Rider of the Year: Eli Tomac. This kid is special, and his come from behind charge at the Motocross of Nations showed what a talent he is. I am not sure I have ever seen anything like it, his choice of lines and aggression was really a thing of beauty and only his crash stopped him from possibly winning the moto. Often in 2013 his lap times were fastest than the AMA 450cc class, not to mention he beat a very good rider in Ken Roczen for the 250cc championship. No doubt its going to take him some time to







get used to the 450cc class in 2014, and his Supercross skills might not be up the Villopoto or Dungey, but just as it took Ricky Carmichael some time to adjust, I see this kid dominating in America in the near future.

GP rider of the Year: Jeffrey Herlings has as big a future ahead of him as Tomac does, and he might be the one guy who can come into the MX1 class and battle with "King Cairoli". His determination to win his second MX2 title as a teenager was impressive and his stubborn attitude to racing the Grand Prix in Lierop gave me even more respect for him. Characters like

Herlings we need in the sport, and love him or hate him he says what he thinks and has improved a lot in his four years on the GP scene.

Team of the year: Yes, another pretty easy selection. The Red bull KTM Factory team own the GP series at the moment, and just like Rinaldi Yamaha in the Everts era or Geboers Suzuki team in the Pichon era, the Red Bull KTM team will continue to dominate while they have the two best riders in the World. Don't expect 2014 to be any different as Cairoli, De Dycker, Herlings and Tixier continue to impress.



risen to another level. Watch him in 2014, he might have more surprises in store. His beautiful style will suit the at times difficult Yamaha, and he might be up for a top three in the Championship with a little luck.

Disappointment of 2014: Herlings and Villopoto no show at the Motocross of Nations was a big blow and while the event was still a classic, these two could easily be the two fastest riders in the World, so we missed them for sure. Both missed out due to injury, Herlings making his shoulder injury worse by racing in Lierop, and Villopoto opted out because he wanted to get an operation done. He did race two weeks later at the Monster Energy Cup, making the whole deal a little sad.

GP of the Year: Maggiora, hands down the best of 2013. While the GP season was littered with brilliant races and really gave the sport a shot in the arm, the old school beauty of Maggiora, its history, the large crowd and the amazing battle between eventual winner Gautier Paulin and local hero Antonio Cairoli made this a really enjoyable race. Little wonder all the hotels in the area are already sold out for 2014's race.

The moto of 2014: In my eyes it was last laps of the Grand Prix of Great Britain, in the MX2 class. With Herlings out injured guys like Jordi Tixier, Jake Nicholls, Glenn Coldenhoff and Jose Butron all felt they could win a GP. Dean Ferris had done it a week before in Belgium, and looked good to win this one after winning moto one, but a crash in moto two cost him that chance. That didn't stop Coldenhoff, Nicholls, Butron and Romain Febvre causing mayhem in the dying stages of the GP. Eventually Coldenhoff got his first GP victory, but those last laps of riders swapping positions and changes in the overall points tallies was classic.

Track of the Year: Thailand was in my books a









beauty, which never got the recognition it deserved. Really a nice facility and some technical sections of the circuits made it fun to watch. The Superfinal in Thailand was for me one of the best races of the season.

Promoter of the Year: Again I go with Thailand. They thought about everything from heated toilets, a Mcdonalds vendor at the track, great industry area with plenty of bikes and gear on show. Not to mention a great circuit and entertainment for the public, with dancing girls and other cool stuff. The warmth the GP paddock felt from everyone involved in this event really made it a lot of fun.

Journalist of the year: While I feel Adam Wheeler is probably the most professional journalist in the GP paddock and rightly deserves his place as FIM journo of the year, I am going with David Bulmer for our journalist of the year. Bulmer is a bit of a strange fellow, loves adventure and enjoys life to the maximum, but his journalist skills are also impressive. Travelling from England to Thailand via train, or driving thousands of kilometers from one GP to the next shows that his passion for the sport and life is pretty impressive. He also works for Vurbmoto in America and MXIarge in Europe, two of the biggest websites in the sport.

Photographer of the year: Ray Archer. While he might not be the most creative in the sport, his work ethic still remains number one. He works for KTM, Suzuki, and Honda and does a great job, and his images are seen throughout these pages and the pages of most of the leading MX magazines in the World. As a veteran of the media tent Archer just works harder and harder to give his clients a good service.













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KRISTIAN WHATLEY INTERVIEW

TRIPLE CROWN

Story Stefan Paetow images Ray Archer

Kristian Whatley is very much a rider who owned the British domestic Championships in 2013, winning the Maxxis, Red Bull and British Masters. A young rider who has found his place within the Motocross World and happy to be a big fish in a small pond and be rewarded financially for it.

Our British based reporter Stefan Paetow scored 15 minutes with the new British Motocross Champion and here is what he had to say.

Motocross Illustrated: Kristian, you've been a busy boy, you've had a great season, you've won the triple crown, the MX1 class of the last ever British Masters, the Red Bull Pro Nationals MX1 class and then the MX1 class in the Maxxis. How does it feel?

KW: It felt pretty amazing, I don't know how many have had all three before that, you know, it was awesome and crossing the line at Farleigh [Castle] was such a relief to get everything out of the way and have a good off season.

Motocross Illustrated: What are the plans for next year, are you staying with MBO Sport Yamaha?

KW: Yeah, I signed again a couple of months ago, which I'm happy about,





that we got it out of the way, to know that I'm sorted for the next year. Things have just been so good this year, the bike's been really good, everyone have made a massive effort, and it's just nice to get it over with and be on the right bikes for next year.

Motocross Illustrated: Talking of getting everything sorted early, it's been a couple of rough years for you, hasn't it? You were with, back then, Samsung Yamaha, and then LPE [Kawasaki], then you went to PAR [Honda], then sort-of things fizzled before you got a bit of support again from MBO last year, can you take us through that?

KW: Last year was probably one of my toughest years yet, I didn't feel too at home on the bike last year, and we dn't do too much testing, and it was all a bit up in the air really, but I don't think I suited the Honda to be honest. I got hurt at the first round of the Maxxis British Championship, and it kind of just went downhill from there.

I had a few good rides but it wasn't good enough. This year's been such a turnaround, and it properly motivated me from last year, to be able to do so well this year. I had a good off-season for this year, and it's been such an exciting season, I wasn't really expecting it, but still expecting it, if you know what I mean. It's been really good, really.

Motocross Illustrated: This is not the first time you've won championships, is it? I know that back with LPE you won... what was it?

KW: The ACU MMX Championship, the





British Open class.

Motocross Illustrated: Was that your first championship win?

KW: Yes, it might've been, I mean, I'd won BYMX and schoolboy stuff, but that was the first one really. I don't have too much to my name, to be honest, so it was a pretty big deal to be winning all three this year.

Motocross Illustrated: Considering that back then you won on a 450, and this year again you've been on a 450, and you've just always done really well on the 450, it just seems to suit you better, how do you feel about that?

KW. Yeah, I really dislike 250s! I won the British Open in 2009, in 2010 I was asked to ride for LPE again but on the 250s, and then in 2011 I went back to the 450 again with Samsung Yamaha, and just rode a really good year with that. I had a bit of an upset because I went upside down once and broke my collarbone. I kind of missed out on the British championship there, when it was twelve points or something between me and Brad.

I just gelled with the 450, it's a bit more of a man's bike, if you know what I mean? I've never really been a 250F guy, I really wish I had gone 450 when I was seventeen, eighteen, I think I was strong enough for it, and I had the flow control for it. I'll stay on the 450 now.

Motocross Illustrated: This year you





had a good chance of getting into the Des Nations team for Great Britain. How would you feel if you were to be selected for the Des Nations?

KW: Yeah, next year is definitely is a better opportunity for me, this year I needed some championships under my belt for my résumé, so this year has definitely been a learning curve for me. Getting all three championships, I'm so happy with that. Next year's just going to be a bit of weight off my shoulders and I can pick and choose and do what I want to really.

Motocress Illustrated: What did you think of this year's Des Nations?

KW: The track looked really good, really rough, a bit like Culham when we were riding the Red Bull there. I would've been happy to ride that. I was a bit bummed out, but I can push on for next year and try and get selected for next year.

Motor os Hustrated How old are you now?

I turned 24 a few weeks ago.

Motocross Illustrated: Will you ever consider doing the GPs? You did a couple of locals occasionally, but...

KW. Yeah, I'd love to do the

GPs, but it's whether the money's there, you know. I come from a background of a family where we haven't had much money and where we've had to struggle on through, so doing the GPs for me would be a big effort.

At this time, GPs are so hard to fund with a team. There are so many people going to teams now, chucking in two hundred odd grand to do the GPs, but I can't see what they're getting out of it. They'll do a full year of GPs and end in the top ten if they're lucky. I look at [Matiss] Karro, I don't know what he's doing, or Barragán, but it seems like a lot of effort to do that and put a lot of money into a team, when vou can ride over here, earn money, good money if you're at the top of the sport, and come home to the girlfriend at night.

MXIII. Talking of earning money and other series, the action Masters, which was one of the carners for you guys, has closed its doors, which after 13 years is understandable why Ken [Winstanley] would want to move on to pastures new, but as a rider, how do you and others feel about losing one of the championships



that you used to do?

KW: It definitely is a bit of a bummer, Ken is a good guy and he put on a good show. It was good money, which is one thing we went there for, and you got all the good riders there, you know. If you get the money there, the good guys will be there, it's our job, it's our professional job we do, and there's no other job we do during the week, so we've got to earn good money out of what we do at the moment. But it's a shame to see Ken go, but I'm sure he'll come back with something. We'll have to struggle on with two championships through the year, the Red Bull and the British championship. I think there's a new championship that's coming on, the MX Nationals or something, and I think they're going to run the same money as the Red Bull, so that's pretty cool.

Motocross Illustrated: Going off on a tangent slightly, are you ever going to consider going into a different motorcycling discipline?

KW: Something that I would possibly look at is speedway. I don't know... Road racing I would love to have a go with, because my old man used to mechanic for Rizla Suzuki. If I've got the chance, but again, it's a littrore money than it would.





be to go to the GPs. But career-wise, I guess road racing is a bit better. You'-ve got to have so much money in this sport, and doing it off your own back, with your own money, is a big deal, especially when you need a good manager to bring all that money in to do so. At the moment I've had a good manager throughout the year, and it's been going really well.

Motocross Illustrated: Who has been your biggest influence? Your dad, obviously, is famous as a former GP and British championship rider, he did very well, has he been a big influence in your life?

KW: Yeah, he was a big influence in my life when I was younger, but not so much now. He doesn't really come to races anymore, he might come to the odd one or two each year, but apart from that, I just do it off my own back. But my biggest influence and my hero was Danny Magoo. He could do so many things on a bike back in those days with those bikes that people can't do these days on a "modern" bike. He was pretty special back in the day.

Motocross Illustrated: So what are the plans for the off-season now? Are you going to take another couple of weeks out before you start training again?

KW: Yeah, I'll take a couple out, I still tick over with my training, I still do a bit of cycling and running and that, I don't ever stop. But right now it's just having a bit of fun when you can't have that fun during the season, so yeah, it's good to have a bit of time off. You lose your hunger, if you know what I mean, and at the start of the year, and you're hungry again.







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Story David Bulmer images Ray Archer

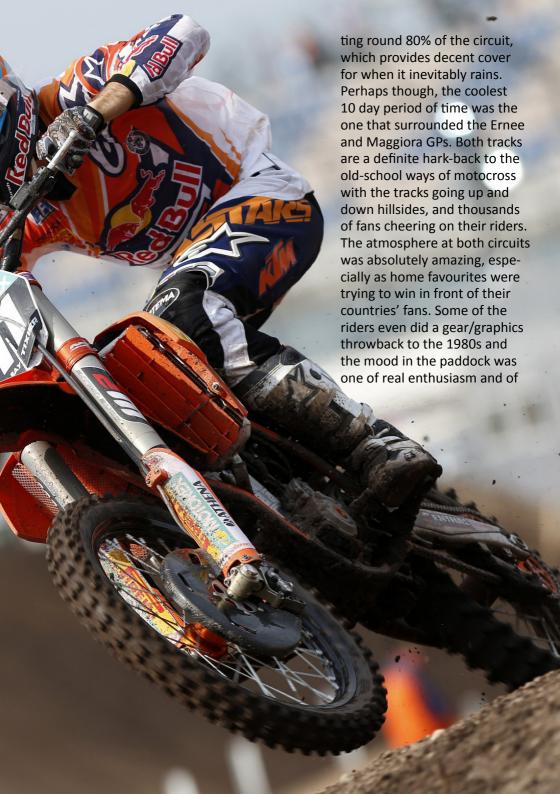
To travel the world, racing your dirtbike. What's better than that? That's a quote I've heard from a couple of riders this past year and with all the travelling we've had in the past eight or so months in the 2013 World Motocross Championship, it's not hard to see why they've been enjoying it so much. OK, travelling isn't always fun (as anyone who's I ost their checked bag will tell you) but if you find a way that works for you, and you keep it fresh and interesting, then seeing the world for a living isn't too bad.





Things were kick-started this year in an exotic fashion as for the first time ever, we headed to the Middle-Eastern country of Qatar where a track had sprung up like an oasis in the desert at the Losail motor-racing facility. Anyone who's been to that region can tell you that things are done slightly differently over there, where money doesn't grow on trees, it gets pumped up from the ground and the drinking in hotels only is definitely something that is a little strange. Not only were the surroundings a little strange but the format of the weekend was throwing everyone off. The racing was taking place on Saturday night, but it was a real struggle for everyone to arrive late enough in the day. People turning up at 1pm in the afternoon soon realised that it was equivalent of arriving at 5am on a Sunday morning, and that's just stupidly early. However, it was certainly an experience and despite all the negativity towards the track and the Super-final, I think most people enjoyed the chance to experience a completely different culture. Speaking of which, the contrast couldn't have been much greater than when people got off the plane in Thailand a few days later. You don't need to google "Walking Street, Pattaya" (and I definitely don't suggest doing it at work) to know that Thailand is a pretty crazy place to be, and most of the riders I spoke to had an awesome few days before the GP. At that stage, Europe was very much still in the grips of winter so an excursion to the 30C+ weather of south-east Asia was much appreciated. In fact, because of how early in the calendar these two races were, for some riders it was the first time they'd ridden in anger since

the previous year. There was criticism about why the GP's had gone to these countries that had little motocross background but this is a world championship and we can't have all 17 rounds in Europe, no matter how some Euro fans would like it. And in the same reasoning, we can't have races in every country in the world either. Sure, a race in Australia or New Zealand would be nice but these things take time and Thailand did a great job at filling a hole in the schedule that we've had ever since the last Japanese GP. Beside, anywhere that puts up a McDonald's in the circuit is fine by me, which is exactly what happened at Si Racha. From the warmth of Thailand, the next track was the cold and sandy venue of Valkenswaard in the Netherlands. One of the best things that can be said about the World Championships is just the sheer variety of terrain and conditions that are faced throughout the season. From the deep sands of Lierop all the way through the hard-pack of Ernee or Sevlievo, these guys race it all and I think it's improving the skill level amongst the riders by forcing them to improve so much. Even the scenery is just so different because the fourth round took place in the Alps of Arco di Trento. It was truly picturesque with massive snow-capped mountains in the background of a lot of images, a far cry from the vast desert of Qatar. The Brazil GP even takes place within a theme park, and has grandstand sea-







having a good time. The old saying of "if you build it, they will come" really came true as Maggiora was truly an epic occasion. The Scandinavian excursion is always a fan time as the people up there are a blast to be around. Finland was new, and turned out really well, and I'm really excited by the prospect of a Latvian Motocross of Nations in 2014 as they definitely know how to party there! Even the escape to eastern-Europe was interesting to see the contrast between the Lausitzring and the Loket circuits. This certainly divided the paddock as the two tracks couldn't be more different than each other. One, a brand new track set inside a motor-racing circuit, the other, set on the hills of the Czech Rep, which has hosted racing for seemingly over 50 years (as Cairoli put it). The feel-good factor returned at the end of the championship though as Lierop hosted the final round, and even though it's thrown up some awesome races before, 2013 will go down in the history books as one of the best. Herlings came off the hospital bed to win in front of his home fans while a true underdog in Shaun Simpson shocked the industry as he took the last ever MX1 win in the harshest of conditions. Anyone who attended more than a couple of races knows just how diverse the GP series is, both in terms of venue and terrain. Not everyone likes all of the tracks, but no one can argue that they provide a real test of man and machine, and as Cairoli showed once again at the Motocross of Nations, overcoming those tests makes you the best rider in the world.















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With riders from Australia, South Africa, Russia, Belgium, Italy, France, Germany, Great Britain, The Netherlands, Spain and so many other countries it is not only the diversity of the circuits that makes the FIM World Motocross Championships the strongest Motocross series in the World.

Of course the biggest changes will be South African Tyla Rattray and Australian Todd Waters racing for the Husqvarna Factory team in the MX1 class, while in the MX2 class it will be Aleksandr Tonkov and Romain Febvre on the Husky machines.

Husqvarna could eventually be the biggest challenge to the Red Bull KTM Factory team, and riders like Rattray, Waters, Tonkov and Febvre will be looking at making their presence felt.

Also we see Jeremy Van Horebeek moving from the Factory Kawasaki team to the Yamaha Factory team, Steven Frossard, does a swap with Van Horebeek as he heads back to the Factory



Kawasaki team from his Yamaha Factory spot.

Italian David Philippaerts starts his own Honda team and Belgian rider Joel Roelants will also race in his own Honda team set-up.

British rider Max Anstie moves to the Steve Dixon Yamaha team to head their MX2 effort and Dutchman Glenn Coldenhoff will race for the MX2 Factory Suzuki effort. Another British rider Jake Nicholls will race for the Steve Turner KTM team in the MX1 class.

Australian Luke Styke like Rattray and Waters is a new addition to the FIM World Motocross Championships as he will race for the Kemea Reytec Van de Laar Yamaha team in the MX2 class.

Sahkar KTM have signed Harri Kullas and 24MX Honda Racing have Xavier Boog in their line-up. CLS Monster Energy Kawasaki continue with Alessandro Lupino, Arnaud Tonus and Dylan Ferrandis in MX2 and Tommy Searle in MX1.

Honda continue their efforts with Evgeny Bobryshev and Max Nagl, and the Rockstar Energy Suzuki Factory effort will again have Clement Desalle and Kevin Strijbos in their line-up.

Of course the strongest team in the 2014 Grand Prix paddock will be the nearly unbeatable Red Bull KTM Factory team, with two World Motocross Champions and the third placed rider in the MX1 class and second placed rider in the MX2 class.

World MX1 Champion Antonio Cairoli leads the way, with Ken De Dycker giving strong support in MX1 and World MX2 Champion Jeffrey Herlings will again be the favorite in the MX2 class, with Jordi Tixier shooting for another top three in MX2 in 2014.



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BRITISH MOTOCROS

Story Stefan Paetow images Ray Archer

With everyone in the British motocross industry travelling to Stoneleigh in the heart of England for the annual Dirt Bike Show, it's time to take stock of the season. Who stood out? Who flamed out? It's hard to go back to Fat Cat and then fast forward through the season a second time, but here we are:



S CHAMPIONSHIPS









Then there are the shock departures of Steve Ramon and Tanel Leok from Buildbase Honda and Route-77energy Honda respectively. The latter is especially odd, considering that just a weekend before his departure, Leok had podiumed at the Desertmartin round, and with team colleague Jason Dougan recovering from a shoulder injury, the team was left with no riders in the class at all.

The MX2 class sees HM Plant KTM UK's Elliott Banks-Browne become MX2 champion a second time. That said though, the Suffolk native's success in the British championship did not translate to the world championship, much to his frustration, and when it seemed like his results were slipping domestically too, he pulled himself together and put in a fantastic result at Farleigh Castle.

Runner-up is French transplant Steven Lenoir. After a bit of a shocker of a season end in 2012, the Evotech Stevens KTM rider put in great podium performances and two rounds still inside the top ten, sparking battles all season long with rival Neville Bradshaw, and this time around having the upper hand in the end. Bradshaw, who headed the then Evotech Stevens Honda team in 2012, ended back at a former race team of his, Putoline Honda, for this year, giving the team two out of three major championships in return, and earning the team accolades from Honda UK.

One former Team Green rider who

comes from a family with a lot of racing pedigree is Pendrich Kawasaki's Bryan Mackenzie. Despite being bedevilled by mechanical and general race issues throughout the season, putting in five top fives and winning one round was a pretty good deal. This has also led to Kawasaki Motors UK awarding the team the official MX2 team designation for 2014.

KTM UK has had some amazing success in the MX2 class. With Banks-Browne and Lenoir going 1-2 in the championship, there are four more KTMs filling up the top ten. Team STR KTM's Adam Sterry stepped up to the MX2 class this year and after some hard work in the European championship, produced two top fives in the final rounds of the domestic series. HM Plant KTM UK gained another rider mid-season in Steven Clarke, who, despite mechanical issues, retained a top ten place. Team colleague Nathan Watson roped in sixth place in the championship with a win, a podium and a host of top tens. He moves into the MX1 class next year.

Martin Barr rounds out the KTM lineup in the top ten. After putting a last-minute deal together with VMX, he poured his heart and soul into the championship, ending eighth, and garnering an extension on his deal into 2014. Another Northern Irish rider who found himself in a good place is Graeme Irwin.

Under the tutelage of veteran team manager Neil Prince at Heads + All Threads Suzuki, Irwin not only found himself consistently in the top five, but he also made incredible strides in the MX1 class in other championships on the RM2-450 For WSBK rider Jonathan Rea, having as MX2 rider Lewis Tombs in the top in a dream come true. Tombs's consider yearned him ninth.

Injuries plagued several talented riders in the MX2 class. Whereas Route77energy Honda's Arminas Jasikonis came back from a fracture to reward his team with three top ten results in the season, Putoline Honda's James Cottrell was not so lucky. Several fractures cost him his entire season, a litany he is unfortunately all too familiar with. Malin Racing KTM lost their MX2 rider, Tom Kelly, to injury, virtually grounding the team after junior rider Jack also found himself in a hospital bed.

In the MXY2 class, the brightest star is arguably MJW Kawasaki's Rob Davidson. A consistent performance throughout the season earned him not only the MXY2 title, but it also gained him a ride with the team again for 2014. Privateer Mathew Callaghan found himself with a new head sponsor, Verde, halfway through the season, ending the championship in second. Third in the championship was iFly Lanes Kawasaki's Ben Putnam, who found himself on the wrong end of a cross rut at the British Grand Prix, collecting a fractured lower leg and missing out on the remainder of the season.

Further down the field, KTM again rules. Privateer Brad Todd quietly snuck in under the radar to end the championship in fourth, while Scotsman John Adamson put in top ten results throughout his



season and gifted AAA Bikesport KTM with a fifth place overall. Northern Irish rider Glenn McCormick closed the championship out in style by winning on his home turf, ending sixth, while Jack Kelly had to permanently call it a day due to injury after ending seventh for Malin Racing KTM. Dyer & Butler Racing KTM's Liam Knight and Motoshack KTM's Tom Neal round out the top nine with consistent results.

The Veterans championship shows that just because you're no longer a spring chicken, you're not yet

past it. Phil Mercer, Gary Hoptrough and Greg Hanson continue to give the older motocross fans something to smile about. Add some appearances by the likes of Terry House and Rob Herring, and you definitely have a moment of nostalgia.

How things will turn out in 2014, noone knows quite yet. There is a lot of talent still looking for rides in the ever-dwindling pool of money, sponsorship and race teams, and it's only when everyone lines up at Hawkstone Park or the first round of the 2014 Maxxis, that everything will become clear.













EVOLUTION FOOTPEGS

Scar Racing Evolution Footpegs are CNC Machined from 2017 T6 aircraft aluminium and are truely an evolution of the original Scar Footpegs.

Exceptional grip with the new sharpened inserts manufactured from high strength tempered steel, Evolution footpegs are ideal for extreme conditions, such as sand and mud.

The Footpeg body is 57mm wide, which is a full 10mm wider than standard models and provides vastly improved comfort and control.

Available for Japanese and European motorcycles.





CAIROLI AND HERLINGS WORLD CHAMPS!

Un(4)GETTABLE, UM[DUTCH]ABLE!

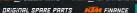
Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts. As team boss, Stefan also got to witness Jeffrey Herlings, with 14 GP wins in succession on the KTM 250 SX-F, pulverise another record of his. Just 18 years old, Jeffrey was simply untouchable in winning his second MX championship title.

One team – two champions – 39 moto wins – READY TO RACE

















KLA



THE RACECRAFT





































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We at **ONE INDUSTRIES** have a history of innovation and progressive design.

We're committed to continuing that legacy in the function and safety of our helmets
by being the first to bring **MIPS** Brain Protection System to motocross. This Fall, **MIPS** will be available as part of our already impressively light, functional, and iconic Gamma











MIPS is an advanced and efficient brain protection system that provides a secure environment for riders of all kinds. MIPS industry-leading technology deals with "rotational violence" which is found to be the leading cause of concussion and even more severe brain injuries. The yellow MIPS layer sits between the helmet's EPS and the liner. It mimics the brain's own protection system, and is proven to substantially reduce the rotational forces.

In our constant pursuit of progression, there's no better place for innovation than in rider safety, and **ONE INDUSTRIES** is bringing it to moto this Fall with **MIPS**.



I AM ONE \(\)

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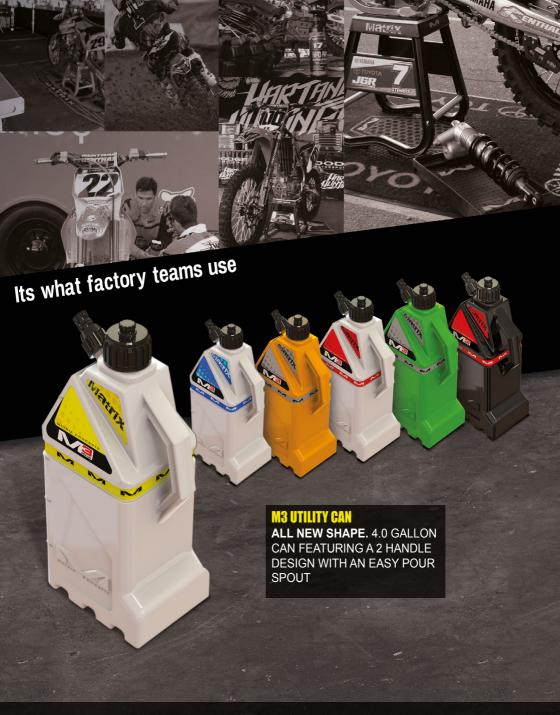
















PRO SERIES CNC REAR SPROCKETS

- Laser etched RFX logo
- CNC aerospace grade aluminium
- CAD designed profile for lightness
- Rigid design increases torsional strength
- Tighter tolerances improve performance
- Colour anodised for that factory bike look

Mud clearing grooves to reduce wear
 Available in silver for all bike models

Race proven by top World Championship teams













- + Top triple clamp
- + Bottom triple clamp
- + Bar mount kit
- + Aluminium stem and "All Balls" bearing

Scar Racing Triple Clamps are CNC machined using premium quality 7075 T6 aircraft aluminium. Top clamps offer four bar positions with our bar mounts and four different heights of bar mounts are available. Easy to install with pre-pressed stem and seal, with "All Balls" bearing.

Available for Japanese and European motorcycles.

